

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET
SECURITY INFORMATION

25X1A

COUNTRY	Korea	REPORT NO.	[REDACTED]
SUBJECT	North Korean Railroads	DATE DISTR.	27 February 1953
		NO. OF PAGES	2
DATE OF INFO.	[REDACTED] 25X1C	REQUIREMENT NO.	[REDACTED] 25X1A
PLACE ACQUIRED	[REDACTED] 25X1A	REFERENCES	25X1X

Early September 1952

1. Offices of the North Korean Ministry of Railroad Transportation are in semi-underground structures in Namnung-dong (N 39-05, E 125-42) (YD-3429) at points YD-344294 and YD-346295. The minister is KIM In-kap¹ (6855/0088/3946). Born in 1920, KIM is a native of one of the Hamgyong Provinces. He was educated in the Soviet Union and returned to North Korea at the close of World War II.
2. Locations of the ministry's four regional administration bureaus are as follows:
 - a. The P'yongyang Regional Administration Bureau is near Taet'aryong-ni (N 39-02, E 125-43) at YD-346237 and YD-346235. The bureau warehouse is at YD-347240.
 - b. The Anju Regional Administration Bureau is in Sinanju (N 39-36, E 125-36) (YD-2386) at YD-2486.
 - c. The Hamhung Regional Administration Bureau is in the Hamhung Railroad Station (N 39-55, E 127-32) (OV-7519).
 - d. The Ch'ongjin Regional Administration Bureau is in Ch'ongjin (N 41-47, E 129-49) (EB-6826) at EB-6525.

25X1A

SECRET

106

SECRET

-2-

October 1952

3. Locomotives of each regional bureau are operated only within their assigned areas. The regional bureaus handle the relay of freight cars from district to district. All reconstruction work and transport of supplies is done at night. Some Chinese Communist soldiers are assigned to each railroad station to assist the North Koreans.

Mid-October 1952

4. A passenger train runs from Susong Station (N 41-50, E 129-44) (EB-6131) to Hoeryong Station (N 42-27, E 129-44) (EC-6000) each night. The train leaves Susong at 8:30 p.m. and arrives at Hoeryong at 11 p.m. or later. It returns the following night. Just before leaving for Hoeryong, the train makes a short trip to Panjuktong (N 41-49, E 129-47) (EB-6529) Station to pick up passengers. Only employees of government organizations and people who are moving from the Ch'ongjin area are allowed to travel on this train. Passengers pay 74 won to ride between Susong and Hoeryong. Their credentials are carefully checked when they pay their fare.

Mid-November 1952

5. Three or four trains run from Sariwon (N 38-30, E 125-46) (YC-4164) to P'yongyang each night between 7 p.m. and 3 a.m. They run on no set schedule and usually carry ore and scrap iron. The same number of trains operate irregularly from P'yongyang to Sariwon between 6 p.m. and 3 a.m., carrying military supplies and materials for railroad repair. Repair materials are stockpiled at frequent intervals along the railroad line.
6. The 270 Work Regiment² of the North Korean Ministry of Railroad Transportation is stationed in the Sariwon area and maintains the rail line between Sariwon and P'yongyang. Workers are sent to any section that has suffered bomb damage. This track is not used during the day and locomotives in the area are hidden in caves and tunnels during the daylight hours.

25X1A 1. [REDACTED] Comment. Earlier reports have listed KIM as head of the P'yongyang Regional Administration Bureau during the period from October 1951 to June 1952. His age has been listed as 45 and 35. Pak I-won or Pak Ui-won has been previously listed as minister of the Ministry of Railroad Transportation.

25X1A 2. [REDACTED] Comment. This is probably one of the units subordinate to one of the three brigades functioning under the Railroad Recovery Bureau, which is under the North Korean Ministry of Railroad Transportation.

25X1A [REDACTED] Comment. A rail track maintenance office was reported at Sariwon in November 1951 [REDACTED]

25X1A

SECRET